Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1-38. (cancelled).

39. (new) A disk brake comprising a brake pad having a lining support formed of a first material selected from the group consisting of steel and titanium and a friction lining having a lining surface, at least one stud of a second material comprising a non-ferrous metal selected from the group consisting of brass which is softer than the first material fixed to the lining support to ensure a high-strength and temperature-resisting connection that is insensitive to vibration, wherein the stud passes through a hole in the friction lining up to the lining surface, wherein the stud abrades with the friction lining during braking.

40. (new) The disk brake as claimed in claim 39, wherein the stud is welded onto the lining support.

41. (new) The disk brake as claimed in claim 39, wherein the stud is a capacitor discharge stud or drawn arc stud.

42. (new) The disk brake as claimed in claim 39, wherein an underlayer is provided between the lining support and the friction lining.

43. (new) The disk brake as claimed in claim 39, including a plurality of studs, wherein the studs are formed of a stud length (L_1 to L_4) which lies in the range from half the thickness D_R of the friction lining to the full thickness D_R of the friction lining in order to influence the lining surface tension and/or the friction lining compressibility of the friction lining.

44. (new) The disk brake as claimed in claim 39, wherein the lining support is formed from a metal plate.

45. (new) A disk brake comprising a brake pad having a lining support formed of a first material selected from the group consisting of steel and titanium and a friction lining having a lining surface, at least one stud of a second material fixed to the lining support to ensure a high-strength and temperature-resisting connection that is insensitive to vibration, wherein the stud passes through a hole in the friction lining up to the lining surface, wherein the stud abrades with the friction lining during braking.

46. (new) The disk brake as claimed in claim 45, wherein the stud is a capacitor discharge stud or drawn arc stud.

47. (new) The disk brake as claimed in claim 45, wherein the studs are formed from a stud length (L_1 to L_4) which lies in the range from half the thickness D_R of the friction lining to the full thickness D_R of the friction lining in order to influence the lining surface tension and/or the friction lining compressibility of the friction lining.

48. (new) A method for the attachment of studs to lining supports for disk brakes having brake pads, comprising forming the stud from a soft brass material and the lining support from a material selected from the group consisting of steel and titanium and connecting the stud to the lining support by one of a laser welding process, a capacitor discharge welding process and a drawn arc welding process to ensure a high-strength and temperature-resistant connection that is insensitive to vibration.

49. (new) The method as claimed in claim 48, wherein the stud is designed as one of a capacitor discharge stud and arc drawn stud for welding on the lining support.

50. (new) The method as claimed in claim 48, wherein the soft brass is MS 60.

51. (new) The method as claimed in claim 48, included selecting a length and a diameter (M) of the stud thereby influencing the lining surface tension and the friction lining compressibility.